

**SCHEDULE D**

**PREMIUM AND LOSS HISTORY**

This schedule contains earned premium and loss experience information for the past five (5) years.

**HULL LOSSES  
(07/01/1997 – 2/13/2002)**

<u>Agency</u>	<u>Loss Date</u>	<u>Description of Loss</u>	<u>Total Incurred</u>	<u>Open/ Closed</u>
Dept. of Wildlife & Fisheries	12/10/1997	Bird strike	6,742	C
State Police	1/24/1998	Helicopter was caught under hangar door	13,432	C
State Police	5/10/1998	Pilot struck tree branches with rotary blades	33,854	C
Louisiana Tech University	12/17/1998	Hard landing – damaged aircraft	4,683	C
State Police	4/25/1999	Seat belt hanging out door damaged skin	4,176	C
Dept. of Wildlife & Fisheries	5/19/1999	Wave action knocked aircraft against boat	1,728	C
Dept. of Agriculture	8/27/1999	Bird strike	5,115	C
Louisiana Tech University	3/26/2000	Pilot sustained hard landing	4,750	C
Dept. of Transportation	5/11/2000	Pilot closed hangar door on nose	4,870	C
State Police	5/27/2000	Windstorm damage to aircraft	28,380	C
State Police	1/27/2001	Bird strike	26,009	C
Louisiana Tech University	2/8/2001	Engine failed	4,689	C
Office of Forestry	3/12/2001	Wind damage to hangar and aircraft	1,135	C
Dept. of Environmental Quality	4/6/2001	Pilot hit left wing tip on hangar	1,729	C
Dept. of Agriculture	9/5/2001	Pilot ran off taxiway	24,000	O
Northwestern State Univ.	11/8/2001	Pilot landed aircraft with gear up	42,475	O
		<b>TOTAL</b>	<b>\$207,767</b>	

**LIABILITY LOSSES  
(07/01/1997 – 2/13/2002)**

<u>Agency</u>	<u>Loss Date</u>	<u>Description of Loss</u>	<u>Total Incurred</u>	<u>Open/ Closed</u>
State Police	7/25/2000	Aircraft threw rocks and debris into claimant's vehicle	\$ 295	C
Office of Forestry	10/24/2001	Insured pilot hit leading edge of claimant's	9,970	C
		<b>TOTAL</b>	<b>\$10,265</b>	

**THERE HAVE BEEN NO AIRPORT LOSSES IN THE LAST FIVE YEARS.**

#### PREMIUM HISTORY

This bid is requesting scheduled value aircraft hull coverage and \$100,000,000 in aircraft liability and airport coverage. For the past five years, this amount of coverage has been procured as two different bid packages. The first \$10,000,000 was bid as the primary layer and the \$90,000,000 excess of \$10,000,000 was bid as the secondary layer in a separate package. The following figures reflect the costs associated with each layer.

<u>Fiscal Year</u>	<u>Primary Aircraft Premium</u>	<u>Excess Aircraft Premium</u>	<u>Primary Airport Premium</u>	<u>Excess Airport Premium</u>
07/01/97 - 07/01/98	371,084	219,039	13,353	17,215
07/01/98 - 07/01/99	306,977	187,043	10,353	12,457
07/01/99 - 07/01/2000	336,154	187,333	10,353	12,167
07/01/2000 – 07/01/2001	451,907	188,832	10,353	10,668
07/01/2001 – 07/01/2002**	453,892	229,036	10,353	14,164

\*\* As of 3/11/2002